

Federal Aviation Administration

National Airspace System

Capital Investment Plan

Appendix A

Fiscal Years 2007 – 2011

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APPENDIX A

GOAL MATRIX

This year's, Capital Investment Plan (CIP) projects have been connected to the goals, objectives and performance targets in the Federal Aviation Administration (FAA) Flight Plan 2006-2010. As such, Appendix A has been revised to reflect the alignment of projects with FAA goals and objectives consistent with the new FAA Flight Plan 2006-2010. In general, many FAA capital investments will contribute to more than one, goal, objective and performance target. Appendix A will reflect an alignment of that project to the goal, objective and performance target(s) where its contribution is most significant. Only CIP projects with Fiscal Year (FY) 2007-2011 funding are included in this Appendix.

For clarification, the following definitions are provided as general description of the elements of the FAA Flight Plan 2006-2010 and can be used in a systematic way to relate the objectives and performance targets to projects in the CIP.

BLI numbers with an X (i.e., 1A09X) are used to designate programs/projects that are not in the FY 2007 President's Budget (Facilities & Equipment). Accordingly, their inputs are reflected as follows:

- Programs/projects representing new starts or future programs not currently in the President's budget will report future year Performance Output Goals based on projected funding.

STRATEGIC GOAL

A general statement of the broad agency purpose in carrying out its mission, such as: "To achieve the lowest possible accident rate and constantly improve safety."

OBJECTIVE

A statement of a specific emphasis area that will contribute to the overall goal, such as: "Reduce the commercial airline fatal accident rate."

PERFORMANCE TARGET

A quantifiable measure of the improvement in a goal area that sets a target for specific improvements in outcomes that affect FAA customers, such as: "Reduce the airline fatal accident rate by 80 percent from the 1994-1996 baseline to a three-year rolling average rate of 0.010 per 100,000 departures by FY 2007".

1. STRATEGIC GOAL: INCREASED SAFETY

FAA Strategic Goal: To achieve the lowest possible accident rate and constantly improve safety.

- **FAA Objective 1:** Reduce the commercial airline fatal accident rate.
 - **FAA Performance Target 1:** Reduce the airline fatal accident rate by 80 percent from the 1994-1996 baseline to a three-year rolling average rate of 0.010 per 100,000 departures by FY 2007.
 - **FAA Performance Target 2:** Reduce the three-year rolling average fatal accident rate below 0.010 per 100,000 departures by FY 2010.

FY 2007 BLI	CIP #	CIP Name
1A01E	M42.01-00	Safer Skies – ATDP
2B02	W03.03-01	Terminal Doppler Weather Radar (TDWR) – SLEP
2B18	W09.01-00	WSP Technology Refresh / Product Improvement
2D06	N04.03-00	Approach Lighting System Improvement Program (ALSIP)
2E04A	M12.00-00	Aircraft Related Equipment Program
2E04B	M12.01-02	Aircraft Related Equipment – Airbus Simulator Replacement
3A02	A17.00-00	Aviation Safety Analysis System (ASAS)
3A08	A25.01-00	System Approach for Safety Oversight (SASO)
3A09	A26.01-00	Aviation Safety Knowledge Management Environment (ASKME)

- **FAA Objective 2:** Reduce the number of fatal accidents in general aviation.
 - **FAA Performance Target 1:** By FY 2009, reduce the number of general aviation and nonscheduled Part 135 fatal accidents to no more than 319 (from 385, which represents the average number of fatal accidents for the baseline period of 1996-1998).
 - **FAA Performance Target 2:** By FY 2009, reduce accidents in Alaska for general aviation and all Part 135 operations from the 2000-2002 average of 130 accidents per year to no more than 99 accidents per year.

FY 2007 BLI	CIP #	CIP Name
1A01D	M35.01-00	General Aviation/Vertical Flight Technology – ATDP
1A01G	W10.01-00	Wind Profiling and Weather Research Juneau
1A02A	M36.01-00	Safe Flight 21 – Alaska Capstone Initiative
1A02B	M08.31-00	Alaska MIH & Video Equipment – Alaska Weather Cameras
1A03	C20.03-00	Aeronautical Data Link – Flight Information Service (FIS)
1A10	S10.03-01	ADS-B NAS-Wide Implementation
2C02	A07.00-00	FSAS Operational and Supportability Implementation System (OASIS)
2C03A	F05.03-00	AFSS Facilities Sustainment
2C03B	F05.04-01	Alaska FSS Modernization

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- **FAA Objective 2:** Reduce the number of fatal accidents in general aviation.

FY 2007 BLI	CIP #	CIP Name
2D03	N12.01-00	Wide Area Augmentation System (WAAS)
2D03	N12.01-06	Wide Area Augmentation System (WAAS) – Survey and Procedures
2D03X	N12.01-05	Wide Area Augmentation System (WAAS) – GLS Segment
2E07	C17.01-01	Alaskan NAS Interfacility Communications System (ANICS) Satellite Network – Phase II
2E07	C17.02-01	Alaskan NAS Interfacility Communications System (ANICS) Satellite Network – ANICS Modernization – Phase I
4A10A	A08.01-00	NAS Airspace System Resources – NAS Aeronautical Information Management Enterprise System (NAIMES)
4A10B	A08.01-01	NOTAMS Infrastructure / Distribution (NOTAM Distribution Program (NDP))

- **FAA Objective 3:** Reduce the risk of runway incursions.

- **FAA Performance Target:** By FY 2010, reduce Category A and B (most serious) runway incursions to a rate of no more than 0.450 per million operations.

FY 2007 BLI	CIP #	CIP Name
1A01A	S09.02-00	Runway Incursion Reduction Program (RIRP) – ATDP
2B01	S09.01-00	Airport Surface Detection Equipment – Model X
2B15	S11.01-01	Runway Status Lights

- **FAA Objective 4:** Ensure the safety of commercial space launches.

- **FAA Performance Target:** No fatalities, serious injuries, or significant property damage to the uninvolved public during licensed space launch and reentry activities.

FY 2007 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment project support this Target

- **FAA Objective 5:** Enhance the safety of FAA's air traffic systems.

- **FAA Performance Target 1:** By FY 2010, reduce Category A and B (most serious) operational errors to a rate of no more than 3.18 per million activities.
- **FAA Performance Target 2:** By FY 2010, apply Safety Risk Management to at least 22 significant changes in the NAS

FY 2007 BLI	CIP #	CIP Name
3B02B	M20.01-00	NAS Training – Equipment Modernization – Training Simulators

**** END OF INCREASE SAFETY STRATEGIC GOAL ****

2. STRATEGIC GOAL: GREATER CAPACITY

FAA Strategic Goal: Work with local governments and airspace users to provide capacity in the United States airspace system that meets projected demand in an environmentally sound manner.

- **FAA Objective 1:** Increase capacity to meet projected demand.
 - **FAA Performance Target 1:** Achieve an average daily airport capacity of 104,338 arrivals and departures per day by FY 2008 and maintain through FY 2010 at the 35 OEP airports.
 - **FAA Performance Target 2:** Commission as many as eight new runway projects, increasing the annual service volume of the 35 OEP airports by at least 1 percent annually, measured as a five-year moving average, through FY 2010.
 - **FAA Performance Target 3:** Sustain adjusted operational availability at 99.5 percent for the reportable facilities that support the 35 OEP airports through FY 2010.

FY 2007 BLI	CIP #	CIP Name
1A01B	M08.28-00	System Capacity, Planning, and Improvements – ATDP
1A01C	M08.29-00	Operations Concept Validation – ATDP
1A01F	M08.27-00	NAS Requirements Development – ATDP
1A01H	M08.28-02	Airspace Management Lab – ATDP
1A01I	M08.28-04	Airspace Redesign – ATDP
1A01J	M08.36-01	Wake Turbulence
1A04	C21.01-01	Next-Generation VHF A/G Communication System (NEXCOM) – Segment 1A
1A05	A24.03-00	Traffic Management Advisor (TMA) – Single Center
2A01	A01.10-01	En Route Automation Modernization (eRAM)
2A01	A01.10-02	En Route Automation Modernization (eRAM), Radar Position Tech Refresh – R Side Upgrades
2A02	A01.09-01	En Route Automation Program – En Route System Modification
2A03	W02.02-00	Next Generation Weather Radar (NEXRAD) – Open System Upgrades
2A04	W04.03-00	Weather and Radar Processor (WARP) – WARP Replacement
2A05	F06.01-00	ARTCC Plant Modernization/Expansion – ARTCC Modernization
2A07	C04.00-00	Radio Control Equipment (RCE)
2A07	C06.01-00	Communications Facilities Enhancement – Expansion
2A07	C06.03-00	Communications Facilities Enhancement – Air/Ground Communications RFI Elimination
2A07	C06.04-00	Communications Facilities Enhancement – UHF Replacement
2A08	S02.03.00	Secondary Surveillance – ATC Beacon Interrogator (ATCBI) Replacement
2A08	S02.03-02	Air Traffic Control Beacon Interrogator (ATCBI-6) – Beacon Only Buildings
2A09	S04.02-03	Long Range Radar (LRR) Program – LRR Improvements – Infrastructure Upgrades

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- **FAA Objective 1:** Increase capacity to meet projected demand. (continued)

FY 2007 BLI	CIP #	CIP Name
2A10 / 2B13/ 2B14/ 2D05	M08.05-00	Regional Projects
2A11	W07.01-00	Integrated Terminal Weather System (ITWS) – ITWS Development/Procurement
2A16	A01.12-02	En Route Communications Gateway – Technology Refresh
2A17	C01.02-01	Voice Switching and Control System (VSCS) – Tech Refresh
2B03	A04.01-00	Standard Terminal Automation Replacement System (STARS) – Development and Procurement
2B03	A04.01-01	Standard Terminal Automation Replacement System – Technology Refresh
2B03	A04.01-02	Standard Terminal Automation Replacement System – Terminal Enhancements
2B04A	A03.04-01	Terminal Sustainment
2B04B	A01.11-01	Flight Data Input/Output (FDIO) Replacement
2B04C	A03.04-03	Electronic Flight Strip System (EFSTS)
2B05	F01.02-00	ATCT/TRACON Establish/Sustain/Replace – ATCT/TRACON Replacement
2B06	F01.01-00	ATCT/TRACON Establish/Sustain/Replace – ATCT/TRACON Modernization
2B06	F02.10-00	Large TRACONs - Advanced Facility Planning
2B07	C05.02-00	Terminal Voice Switch Replacement (TVSR)
2B09	S03.01-04	ASR-9/Mode S – Service Life Extension Program – Phase 1A
2B09	S03.01-05	ASR-9/Mode S – Service Life Extension Program – Phase 1B Transmitter Mod
2B10	S03.02-01	Terminal Digital Radar (ASR-11) – ASR-7/ASR-8 Replacement, DOD Takeover, New establishments
2B10X	S03.02-04	Terminal Radar (ASR) Program – ASR-11 – Tech Refresh
2B11	F04.01-00	DOD/FAA ATC Facility Transfer/Modernization – Original Program
2B11	F04.02-00	DOD Base Closures
2B12	S08.00-00	Precision Runway Monitor (PRM)
2B12	S08.01-01	Precision Runway Monitor (PRM) – Multilateration Technology
2B16	A04.05-00	Terminal Automation Modernization Replacement (TAMR) – Phase 2
2B16X	A04.05-02	Terminal Automation Modernization Replacement (TAMR) – Phase 2 Tech Refresh
2B17	C05.03-01	NAS Voice Switch
2C01	W01.02-02	Automated Surface Observing System (ASOS) – Pre-Planned Product Improvements (P3I)
2D01	N06.00-00	Very High Frequency Omni-directional Range (VOR) Collocated with Tactical Air Navigation (VORTAC)
2D02	N03.01-00	Instrument Landing Systems (ILS) – Instrument Landing Systems (ILS)

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- **FAA Objective 1:** Increase capacity to meet projected demand. (continued)

FY 2007 BLI	CIP #	CIP Name
2D04	N08.02-00	Runway Visual Range (RVR) – Replacement/Establishment
2D07	N09.00-00	Distance Measuring Equipment (DME)
2D08	N04.01-00	Visual Nav aids - Visual Nav aids for New Qualifiers
2D09	A14.00-00	Instrument Approach Procedures Automation (IAPA)
2D10	N04.04-00	Visual Nav aids – Sustain, Replace, Relocate
2E02A	F12.00-00	FAA Buildings & Equipment Sustain Support – Modernize/ Improve
2E02B	F12.01-01	Seismic Safety Risk Mitigation
2E06	F10.00-00	Airport Cable Loop Systems Sustained Support
2E09	F11.00-00	Power Systems Sustained Support
3A04	M17.00-00	Test Equipment Modernization/Replacement
4A02	M08.06-00	Program Support Leases
4A06	M15.01-00	NAS Spectrum Engineering Management – NAS Spectrum Engineering Sustained Support
4A06	M15.02-00	NAS Spectrum Engineering Management – Frequency Interference Support/Resolution
4A06	N12.03-01	GPS Signal Monitoring

- **FAA Objective 2:** Increase or improve aviation capacity in the eight major metropolitan areas and corridors that most affect total system delay. For FY 2006, those areas are: New York, Philadelphia, South Central Florida, Chicago, Washington/Baltimore, Atlanta, Los Angeles Basin, and San Francisco Bay Area.

- **FAA Performance Target 1:** Achieve an average daily airport capacity for the eight major metropolitan areas of 68,750 arrivals and departures per day by FY 2010.

FY 2007 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment project support these Targets

- **FAA Objective 3:** Increase on-time performance of scheduled carriers.
 - **FAA Performance Target 1:** Through FY 2010, maintain an 87.4 percent on-time arrival for all flights arriving at the 35 OEP airports, no more than 15 minutes late due to NAS related delays.

FY 2007 BLI	CIP #	CIP Name
1A09	A27.01-00	System-Wide Information Management (SWIM)
2A06	A05.01-06	Air Traffic Management (ATM) – TFM Infrastructure – Infrastructure Modernization
2A06	A05.01-10	Collaborative Air Traffic Management Technologies (CATMT)
2A06	A05.05-01	Route Availability Planning Tool (RAPT)
2A13	A10.03-00	Advanced Technologies and Oceanic Procedures (ATOP)
2D11	N04.02-00	Visual NavAids – Replace Visual Approach Slope Indicator (VASI) with Precision Approach Path Indicator (PAPI)
2E03	M08.04-00	Air Navigation Aids Facilities – Local Projects
4A09	M03.02-00	CIP Systems Engineering & Technical Assistance – MITRE

- **FAA Objective 4:** Address environmental issues associated with capacity enhancements.
 - **FAA Performance Target 1:** Reduce the number of people exposed to significant noise by 1 percent per year through FY 2010, as measured by a three-year moving average, from the three-year average for calendar years 2000-2002
 - **FAA Performance Target 2:** Improve aviation fuel efficiency per revenue plane-mile by 1 percent per year through FY 2010, as measured by a three-year moving average, from the three-year average for calendar years 2000-2002

FY 2007 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment project support these Targets

****END OF GREATER CAPACITY STRATEGIC GOAL****

3. STRATEGIC GOAL: INTERNATIONAL LEADERSHIP

FAA Strategic Goal: Increase the safety and capacity of the global civil aerospace system in an environmentally sound manner.

- **FAA Objective 1:** Promote improved safety and regulatory oversight in cooperation with bilateral, regional, and multilateral aviation partners.
 - **FAA Performance Target 1:** By FY 2010, continue to reduce the five-year rolling average commercial air carrier fatal accident rate in key regions or countries experiencing substantial growth in aviation operations by 10 percent from the 2000-2005 baseline.
 - **FAA Performance Target 2:** Conclude at least eight (new or expanded) bilateral safety agreements that will facilitate an increase in the ability to exchange aviation products and services by FY 2010.
 - **FAA Performance Target 3:** Secure a yearly increase of 20 percent in external funding for international aviation activities from the United States and international government organizations, multilateral banks, and industry.

FY 2006 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment project supports this Objective and Performance Targets

- **FAA Objective 2:** Promote seamless operations around the globe in cooperation with bilateral, regional, and multilateral aviation partners.
 - **FAA Performance Target 1:** By FY 2010, expand the use of Global Positioning System-based technologies and procedures to five more countries.

FY 2007 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment project supports this Objective and Performance Targets

****END OF INTERNATIONAL LEADERSHIP STRATEGIC GOAL****

4. STRATEGIC GOAL: ENVIRONMENTAL STEWARDSHIP

DOT Strategic Goal: Reduce pollution and other adverse effects of transportation and transportation facilities.

- **DOT Objective 1:** Adopt transportation policies and promote technologies that reduce or eliminate environmental degradation.

FY 2007 BLI	CIP #	CIP Name
2B08	F13.03-00	Fire Life Safety for Air Traffic Control Tower and Environmental and Occupational Safety and Health Compliance
2E01	F13.01-00	NAS Facilities OSHA & Environmental Standards Compliance – Fuel Storage Tanks
3A01	F13.02-00	NAS Facilities OSHA & Environmental Standards Compliance – Environmental Cleanup / HAZMAT

****END OF ENVIRONMENTAL STRATEGIC GOAL****

5. STRATEGIC GOAL: HOMELAND AND NATIONAL SECURITY

DOT Strategic Goal: Balance homeland and national security transportation requirements with the mobility needs of the Nation for personal travel and commerce.

- **DOT Objective 1:** Support and implement U.S. security strategies and plans related to transportation.

FY 2007 BLI	CIP #	CIP Name
3A05	C18.00-00	National Airspace System Recovery Communications (RCOM)
3A06	F24.00-00	Facility Security Risk Management
3A07	M31.00-00	NAS Information Security – Information Systems Security

****END OF SECURITY STRATEGIC GOAL****

6. STRATEGIC GOAL: ORGANIZATIONAL EXCELLENCE

FAA Strategic Goal: Ensure the success of the FAA's mission through stronger leadership, a better trained and safer workforce, enhanced cost-control measures, and improved decision-making based on reliable data.

- **FAA Objective 1:** Make the organization more effective with stronger leadership, increased commitment of individual workers to fulfill organization-wide goals, and a better prepared, better trained, safer, diverse workforce.

- **FAA Performance Target 1:** Increase Employee Attitude Survey scores in the areas of management effectiveness and accountability by at least 5 percent by FY 2010.
- **FAA Performance Target 2:** By FY 2010, reduce the time it takes to fill mission-critical positions by 25 percent over the FY 2003 baseline
- **FAA Performance Target 3:** Reduce the total workplace injury and illness case rate to no more than 2.85 per 100 employees by the end of FY 2006, representing a cumulative 3 percent annual reduction from the FY 2003 baseline (3.12) set in the Safety, Health and Return to Employment (SHARE) Presidential Initiative.
- **FAA Performance Target 4:** Reduce grievance processing time by 25 percent by FY 2010.
- **FAA Performance Target 5:** Maintain air traffic controller annual hiring within 5 percent of the Air Traffic Controller Workforce Hiring Plan

FY 2007 BLI	CIP #	CIP Name
2A14A	M29.00-00	ATOMS Local Area/Wide Area Network
3B02A	M20.00-00	National Airspace System (NAS) Training – Equipment Modernization
3B03	M10.00-00	Distance Learning

- **FAA Objective 2:** Improve financial management while delivering quality customer service.
 - **FAA Performance Target 1:** Develop and implement a centrally managed cost control and productivity improvement program to lead the agency in reducing costs.
 - **FAA Performance Target 2:** Each FAA organization will contribute at least one measurable and significant cost reduction and/or productivity improvement activity each year, including but not limited to, cost efficiencies in the areas of:
 - Strategic sourcing for selected products and services
 - Complete consolidation of facilities and services such as accounting offices, real property management, helpdesks, and Web services; and
 - Elimination or reduction of FAA use of obsolete technology by either removing from service or transferring from federal operation 100 Navajds.
 - **FAA Performance Target 3:** Obtain an unqualified opinion on the agency's financial statements (Clean audit with no material weaknesses) each fiscal year.

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FY 2007 BLI	CIP #	CIP Name
1A01K	M46.01-01	ATO Strategy and Evaluation – ATDP
1A01L	F13.04-01	Energy Cost Savings
1A01M	M45.01-00	Market Based Competitive Sourcing
1A06/ 1A07	F14.00-00	System Support Laboratory Sustained Support
1A08	F16.00-00	William J. Hughes Technical Center Infrastructure Sustainment
2A12	C26.01-00	FAA Telecommunications Infrastructure
2A14B	M29.01-00	Schedule Optimization Tool
2B19	M07.02-00	NAS Infrastructure Management System (NIMS) – Phase 2
2B19X	M07.02-01	NAS Infrastructure Management System (NIMS) – Phase 2 Tech Refresh
2E05	F17.00-00	Computer Aided Engineering Graphics (CAEG) Replacement
2E08	F26.01-01	Decommissioning
3A03	M21.04-01	Logistics Center Support System (LCSS)
3B01	F18.00-00	Aeronautical Center Infrastructure Modernization
4A01A	M03.01-00	CIP Systems Engineering & Technical Assistance – SETA and Other Contractors
4A01B	M08.01-00	Provide ANF/ATC Support (Quick Response)
4A03	M05.00-00	NAS Regional/Center Logistics Support Services
4A04	F19.00-00	Mike Monroney Aeronautical Center – Leases
4A05	M22.00-00	NAS Implementation Support Contract (NISC)
4A07	M02.00-00	Technical Support Services Contract (TSSC)
4A08	M08.14-00	Resource Tracking Program (RTP)

FAA Objective 3: Make decisions based on reliable data to improve our overall performance and customer satisfaction.

- **FAA Performance Target 1:** By FY 2008, 90 percent of major system acquisition investments are within 10 percent of annual budget, and maintain through FY 2010.
- **FAA Performance Target 2:** By FY 2008, 90 percent of major system acquisition investments are on schedule and maintain through FY 2010.
- **FAA Performance Target 3:** Increase agency scores on the American Customer Satisfaction Index.
- **FAA Performance Target 4:** Achieve zero cyber security events that disable or significantly degrade FAA services

FY 2007 BLI	CIP #	CIP Name
1A01N	M47.01-01	Dynamic Capital Planning

****END OF ORGANIZATIONAL EXCELLENCE STRATEGIC GOAL****